

"Whatever a person saves from his revenue he adds to his capital."

HOW MUCH DO YOU SAVE?

Do You Know That

The Indiana Trust Company

Will pay you

3 Per Cent. Interest

On savings deposits of ONE DOLLAR and upward?

—OFFICES—

Indiana Trust Building

LOANS

Made upon Indianapolis improved property, at 4, 5 and 6 per cent., according to location and character of security. Our facilities for getting money at bottom rates are unsurpassed.

C. F. SAYLES,

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SAFE DEPOSITS.

S. A. FLETCHER & CO.'S

SAFE DEPOSIT VAULT

30 East Washington Street.

Absolute safety against fire and burglar. Police day and night on hand. Designed for safe keeping of money, bonds, wills, deeds, abstracts, silver, plate, jewelry and valuable trunks, packages, etc. Costing \$100,000.

Rent \$5 to \$45 per year.

JOHN S. TARKINGTON, Manager.

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Investment Securities

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GRAIN, STOCKS,

PROVISIONS, COTTON.

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Private wires. Best service in city. Mail orders filled promptly.

MOVE TO ADVANCE RATES

THE PRESIDENTS TO MEET AND CONSIDER THE PROPOSITION.

Rates Have Advanced with All Industries Except Railways—Pennsylvania Relief Department.

It is probable that the presidents of the Central Traffic Association and trunk line roads will get together within a few days and take steps for a general advance in freight rates. The general prosperity now prevailing seems to have struck every industry with considerable force, but for reasons unknown has failed to reach the railroads and cause an advance of rates, which are now lower in this country than in any other part of the civilized world. The advance in iron rates proposed for July is a move in that direction, but in east-bound business in grain and grain products, live stock, dressed meats and provisions there is such a demoralization as makes it incumbent on the roads to take action. Several presidents have been asked their opinion, and in each case favor an advance in rates. One president says: "I favor an advance in commodity rates. They are certainly low, and if advanced should be maintained."

Another president says: "With the general business prosperity it is an injustice to the stockholders to keep the rates so ridiculously low. The country is now enjoying a prosperity which will last for several years, tonnage is heavy and passenger business picking up very materially. Is there any reason why railroad rates should not take a hand in the prosperity? I do not think so, and we will do our share in aiding the same."

Another trunk line president says: "I favor an advance in rates because they are abnormally low, but I do not want to go up in a pretext for cutting, that game being played out."

"I cannot see how we can operate the roads at less cost than at present rates. The economies are being practiced in all lines. Our operating expenses are being kept down, and with all the efforts making our cost of service as low as possible, we are barely meeting our operating expenses and interest on our funded debt, leaving nothing for stockholders. The efforts to work on the most improved economical conditions have been made, but the rates are still too low."

It is claimed that the various lines at present are maintaining rates and working as profitably as possible with the low rates now prevailing.

Attracting Attention.

The article which appeared recently in the Journal giving the views of J. Q. Van Winkle, general superintendent of the Pennsylvania Railroad, on the construction of larger cars has been copied quite extensively and is attracting a good deal of attention among railway managers, who have in several cases given instructions to look into the matter and see whether ground there were for the statement of Mr. Van Winkle that while the capacity of freight cars had been increased in twenty years from 30,000 pounds to 60,000 pounds, the larger cars in 1888 carried but 10,000 pounds, and that the 30,000-pound capacity cars did not carry more than 20,000 pounds, the trouble being that at many stations while they could load a car of 30,000 pounds capacity there are not freights to load a car of 60,000 pounds capacity. Mr. Van Winkle does not question that the loss can be a considerable extent be overcome by using cars of 30,000 pounds capacity at way stations and those of 60,000 pounds capacity at points where there is ample freight. His plan is to make the matter a matter of considering the matter, and new rules will be made by the roads concerning the loading of freight cars. There are still a good many 30,000 and 40,000-pound capacity cars in use, and by giving the freight cars of 60,000 pounds capacity at the way stations. If all cars were of 60,000 pounds capacity the roads would have a good deal of dead weight, and for that reason it might be well, Mr. Van Winkle thinks, not to discard the 30,000-pound capacity car without investigating the wisdom of doing so.

Calderwell's Successor Not Chosen.

An unsuccessful effort was made by the Western general passenger agents at Chicago yesterday to elect a new chairman of the Western Passenger Association in place of D. B. Calderwell, who has resigned.

Nearly a dozen men were nominated for the position, but no one came anywhere near an election. Those voted for were James Charlton, general passenger agent of the Northern Pacific; C. A. Packer, chairman of the Western trunk-lines committee; C. W. Johnston, chairman of the Western trunk-lines committee; A. P. Smith, assistant general passenger agent of the Burlington; Missus, assistant general passenger agent of the Chicago & North Western; W. Lee, chief assistant to Chairman Calderwell, and A. L. Craig, assistant general passenger agent of the Northern Pacific.

Charles S. Fox, general passenger agent of the Burlington & Missouri River, also was nominated, but declined to be nominated. The meeting was secret, but James Charlton and the Burlington committee were present. Before the voting commenced it was declared to be the sense of the meeting that the salary of the new chairman should not be less than \$7,500 per annum. Chairman Calderwell's salary has been \$10,000.

Personal, Local and General Notes.

President J. H. Big Four system, 25,238 loaded cars against 33,765 in the corresponding time last year.

The Pittsburgh ticket scalper found guilty of violating the law in trading in railroad tickets has appealed his case to the higher courts.

Train 36 on the Bee-line division of the Big Four will stop at Pendleton hereafter when flagged or carrying passengers for that point.

It is stated that since S. R. Callaway became president of the New York Central he has succeeded in cutting down the passes about 75 per cent.

In the Big Four June 17 there were handled on the Big Four system 25,238 loaded cars against 33,765 in the corresponding time last year.

George T. Jarvis, receiver of the Louisville, Evansville & St. Louis, is in the city, making a tour of inspection of the line.

For Judge Baker between the different classes of bondholders of that road.

It is stated that the Erie Railroad is in the city, making a tour of inspection of the line.

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SMALLER STOCK DEMAND

LEADING SHARES ONLY SLIGHTLY ACTIVE AND LOWER ON 'CHANGE.

Speculation Stagnant for the Time Being, Local Markets Live.

At New York yesterday, money on call was steady at 2 1/2 per cent; last loan, 2 per cent.

Prime mercantile paper, 2 3/4 per cent.

Sterling exchange was firm with actual business in bankers' bills at \$45.75 for 60 days; demand and at \$45.94 for 30 days; commercial bills, \$45.75.

Silver certificates 60/62; bar silver, 99 1/2; Mexican dollars, 63 1/2; at London bar silver closed steady at 27 1/2 an ounce.

Total sales of stocks amounted to \$33,349,000, including: American Steel, \$4,700; Sugar, \$3,200; Brooklyn Transit, \$2,400; Burlington, \$1,800; Continental, \$1,600; Federal, \$1,400; Northern Pacific, \$1,200; People's Gas, \$1,000; Reading preferred, \$800; St. Paul, \$700; Union Pacific, \$600; Atchafalaya, \$500; Baltimore & Ohio, \$400; Chicago Great Western, \$300; Denver & Rio Grande, \$200; Tennessee Coal and Iron, \$100.

Speculation in stocks has evidently reached a sort of equatorial line and is hopelessly becalmed in the doldrums with not enough headway to indicate in which direction its course shall be finally shaped. Dealings yesterday were mostly in the steel and oil stocks, which were influenced by individual causes, the day's events were inconsequential. As is only natural in a market where the buy-sell is practically nil, the drift of prices was downward, even with a very small body of offerings to weigh on the market. The steel market was particularly affected by an active liquidation coupled with bear pressure in Steel and Wire. The net result was a decline in the steel market of about 1/2 per cent. The oil market was also affected by a number of cases, the net result was a decline in the oil market of about 1/2 per cent.

Steel and Wire share, 20c per lb; prime duck, 10c per lb.

Feathers—Candied, 11c; Prime duck, 10c per lb.

Wool—Medium, unwashed, 18c per lb; washed, 20c per lb; bled and unwashed, 22c per lb.

HIDES, TALLOW, ETC.

Green-salt Hides—No. 1, 5 1/2c; No. 2, 5 1/4c; No. 3, 5 1/2c; No. 4, 5 1/4c; No. 5, 5 1/2c; No. 6, 5 1/4c; No. 7, 5 1/2c; No. 8, 5 1/4c; No. 9, 5 1/2c; No. 10, 5 1/4c; No. 11, 5 1/2c; No. 12, 5 1/4c; No. 13, 5 1/2c; No. 14, 5 1/4c; No. 15, 5 1/2c; No. 16, 5 1/4c; No. 17, 5 1/2c; No. 18, 5 1/4c; No. 19, 5 1/2c; No. 20, 5 1/4c; No. 21, 5 1/2c; No. 22, 5 1/4c; No. 23, 5 1/2c; No. 24, 5 1/4c; No. 25, 5 1/2c; No. 26, 5 1/4c; No. 27, 5 1/2c; No. 28, 5 1/4c; No. 29, 5 1/2c; No. 30, 5 1/4c; No. 31, 5 1/2c; No. 32, 5 1/4c; No. 33, 5 1/2c; No. 34, 5 1/4c; No. 35, 5 1/2c; No. 36, 5 1/4c; No. 37, 5 1/2c; No. 38, 5 1/4c; No. 39, 5 1/2c; No. 40, 5 1/4c; No. 41, 5 1/2c; No. 42, 5 1/4c; No. 43, 5 1/2c; No. 44, 5 1/4c; No. 45, 5 1/2c; No. 46, 5 1/4c; No. 47, 5 1/2c; No. 48, 5 1/4c; No. 49, 5 1/2c; No. 50, 5 1/4c; No. 51, 5 1/2c; No. 52, 5 1/4c; No. 53, 5 1/2c; No. 54, 5 1/4c; No. 55, 5 1/2c; No. 56, 5 1/4c; No. 57, 5 1/2c; No. 58, 5 1/4c; No. 59, 5 1/2c; No. 60, 5 1/4c; No. 61, 5 1/2c; No. 62, 5 1/4c; No. 63, 5 1/2c; No. 64, 5 1/4c; No. 65, 5 1/2c; No. 66, 5 1/4c; No. 67, 5 1/2c; No. 68, 5 1/4c; No. 69, 5 1/2c; No. 70, 5 1/4c; No. 71, 5 1/2c; No. 72, 5 1/4c; No. 73, 5 1/2c; No. 74, 5 1/4c; No. 75, 5 1/2c; No. 76, 5 1/4c; No. 77, 5 1/2c; No. 78, 5 1/4c; No. 79, 5 1/2c; No. 80, 5 1/4c; No. 81, 5 1/2c; No. 82, 5 1/4c; No. 83, 5 1/2c; No. 84, 5 1/4c; No. 85, 5 1/2c; No. 86, 5 1/4c; No. 87, 5 1/2c; No. 88, 5 1/4c; No. 89, 5 1/2c; No. 90, 5 1/4c; No. 91, 5 1/2c; No. 92, 5 1/4c; No. 93, 5 1/2c; No. 94, 5 1/4c; No. 95, 5 1/2c; No. 96, 5 1/4c; No. 97, 5 1/2c; No. 98, 5 1/4c; No. 99, 5 1/2c; No. 100, 5 1/4c; No. 101, 5 1/2c; No. 102, 5 1/4c; No. 103, 5 1/2c; No. 104, 5 1/4c; No. 105, 5 1/2c; No. 106, 5 1/4c; No. 107, 5 1/2c; No. 108, 5 1/4c; No. 109, 5 1/2c; No. 110, 5 1/4c; No. 111, 5 1/2c; No. 112, 5 1/4c; No. 113, 5 1/2c; No. 114, 5 1/4c; No. 115, 5 1/2c; No. 116, 5 1/4c; No. 117, 5 1/2c; No. 118, 5 1/4c; No. 119, 5 1/2c; No. 120, 5 1/4c; No. 121, 5 1/2c; No. 122, 5 1/4c; No. 123, 5 1/2c; No. 124, 5 1/4c; No. 125, 5 1/2c; No. 126, 5 1/4c; No. 127, 5 1/2c; No. 128, 5 1/4c; No. 129, 5 1/2c; No. 130, 5 1/4c; No. 131, 5 1/2c; No. 132, 5 1/4c; No. 133, 5 1/2c; No. 134, 5 1/4c; No. 135, 5 1/2c; No. 136, 5 1/4c; No. 137, 5 1/2c; No. 138, 5 1/4c; No. 139, 5 1/2c; No. 140, 5 1/4c; No. 141, 5 1/2c; No. 142, 5 1/4c; No. 143, 5 1/2c; No. 144, 5 1/4c; No. 145, 5 1/2c; No. 146, 5 1/4c; No. 147, 5 1/2c; No. 148, 5 1/4c; No. 149, 5 1/2c; No. 150, 5 1/4c; No. 151, 5 1/2c; No. 152, 5 1/4c; No. 153, 5 1/2c; No. 154, 5 1/4c; No. 155, 5 1/2c; No. 156, 5 1/4c; No. 157, 5 1/2c; No. 158, 5 1/4c; No. 159, 5 1/2c; No. 160, 5 1/4c; No. 161, 5 1/2c; No. 162, 5 1/4c; No. 163, 5 1/2c; No. 164, 5 1/4c; No. 165, 5 1/2c; No. 166, 5 1/4c; No. 167, 5 1/2c; No. 168, 5 1/4c; No. 169, 5 1/2c; No. 170, 5 1/4c; No. 171, 5 1/2c; No. 172, 5 1/4c; No. 173, 5 1/2c; No. 174, 5 1/4c; No. 175, 5 1/2c; No. 176, 5 1/4c; No. 177, 5 1/2c; No. 178, 5 1/4c; No. 179, 5 1/2c; No. 180, 5 1/4c; No. 181, 5 1/2c; No. 182, 5 1/4c; No. 183, 5 1/2c; No. 184, 5 1/4c; No. 185, 5 1/2c; No. 186, 5 1/4c; No. 187, 5 1/2c; No. 188, 5 1/4c; No. 189, 5 1/2c; No. 190, 5 1/4c; No. 191, 5 1/2c; No. 192, 5 1/4c; No. 193, 5 1/2c; No. 194, 5 1/4c; No. 195, 5 1/2c; No. 196, 5 1/4c; No. 197, 5 1/2c; No. 198, 5 1/4c; No. 199, 5 1/2c; No. 200, 5 1/4c; No. 201, 5 1/2c; No. 202, 5 1/4c; No. 203, 5 1/2c; No. 204, 5 1/4c; No. 205, 5 1/2c; No. 206, 5 1/4c; No. 207, 5 1/2c; No. 208, 5 1/4c; No. 209, 5 1/2c; No. 210, 5 1/4c; No. 211, 5 1/2c; No. 212, 5 1/4c; No. 213, 5 1/2c; No. 214, 5 1/4c; No. 215, 5 1/2c; No. 216, 5 1/4c; No. 217, 5 1/2c; No. 218, 5 1/4c; No. 219, 5 1/2c; No. 220, 5 1/4c; No. 221, 5 1/2c; No. 222, 5 1/4c; No. 223, 5 1/2c; No. 224, 5 1/4c; No. 225, 5 1/2c; No. 226, 5 1/4c; No. 227, 5 1/2c; No. 228, 5 1/4c; No. 229, 5 1/2c; No. 230, 5 1/4c; No. 231, 5 1/2c; No. 232, 5 1/4c; No. 233, 5 1/2c; No. 234, 5 1/4c; No. 235, 5 1/2c; No. 236, 5 1/4c; No. 237, 5 1/2c; No. 238, 5 1/4c; No. 239, 5 1/2c; No. 240, 5 1/4c; No. 241, 5 1/2c; No. 242, 5 1/4c; No. 243, 5 1/2c; No. 244, 5 1/4c; No. 24